

Wind jammer

At 10K.

The South Sarasota Yacht Club

WIND JAMMER

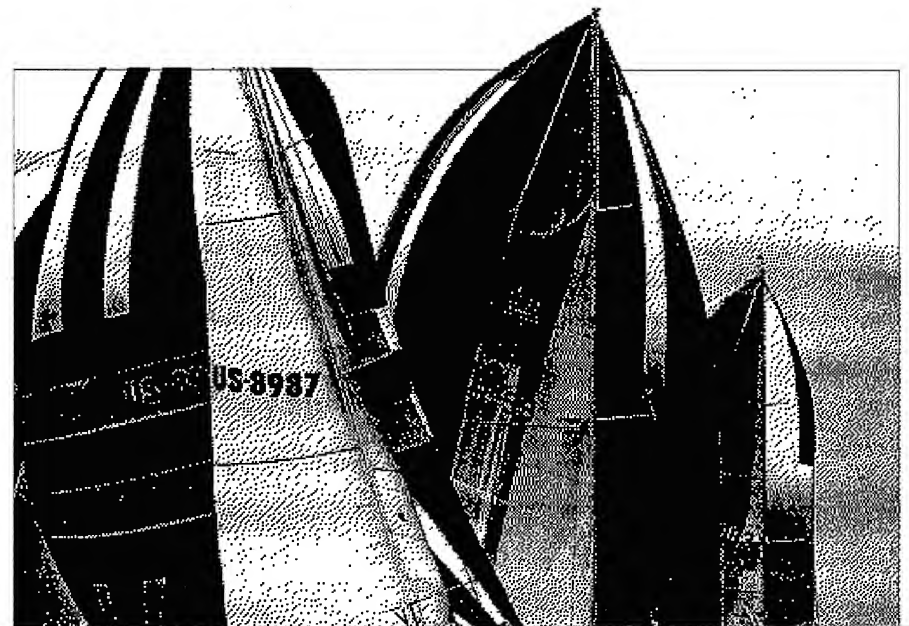
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Winning Form in Dominican Regatta

U.S. Team Surprises the World

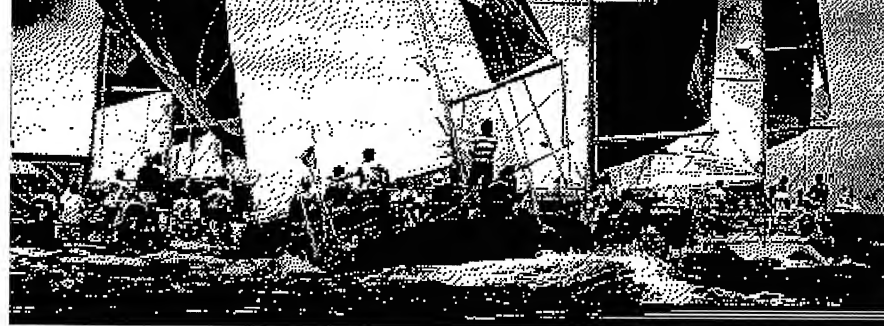
The Americans seemed as shocked as anyone that they brought the Dominican Cup home for Christmas last month. They did so mainly through the sleek performance of their fast One-Tonner, *Tabu*, owned by Stephen Armstrong. Doug MacIntyre, 1983 Olympic silver medalist in sailing competition, skippered the winning boat, with South Sarasota yachtsman Dwight Burgess steering *Tabu* in the decisive second race.

The rest of the team, competing in two larger yachts, lagged painfully behind, but their final results were good enough to keep the Yanks ahead in the



end. Larry Young's *Sunrise* (rated 32.0) was 16th; Mark Miller's *Four Sons* (35.2) was 18th.

Changing weather patterns made consistent sailing almost impossible. Although a good wind blessed challengers in the first race, which was run on an Olympic inshore course, a faint-hearted breeze



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The valiant *Tabu*: upsetting expectations.

Foresight Forestalls Emergencies

Agile action such as crouching, crawling, and sliding backside-first is one way to keep body and soul above sea level. But it's not always enough, especially for a busy crew, which can sometimes overlook personal safety to get a job done quickly. And a stockpile of high-tech rescue gear may only lull an otherwise smart sailor into a false sense of security. The best hedge against a man-overboard emergency is careful planning.

One of the easiest and cheapest safety meas-

ures is extra 6-foot sail stops, which you can fashion quickly into temporary grab-lines. Sail-stop material, available from any sailmaker, is tough and virtually slip-proof. It knots well, and you can cinch it to the metal tubing of the pulpit with a rolling hitch.

In foul weather, additional makeshift grab-lines can quell the most experienced seafarer's fears. Climbing from the cabin to the cockpit, for instance, is a treacherous proposition, considering the likelihood of your being chucked overboard after standing upright. However, by securing sail-stop loops within easy reach on both sides of the cockpit, you can mitigate this danger.

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